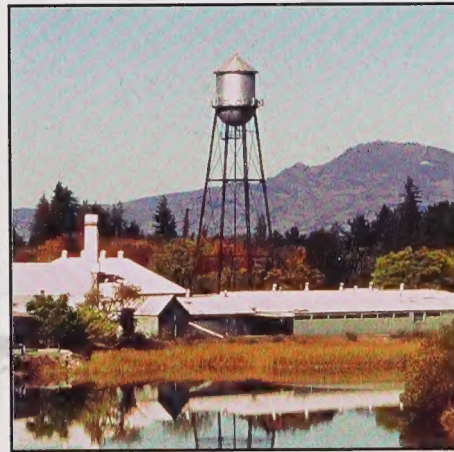
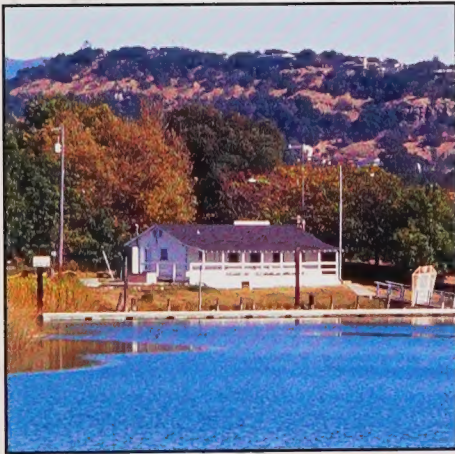


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CITY OF NAPA  
**TANNERY BEND  
DEVELOPMENT & DESIGN GUIDELINES**



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May 2004

# TANNERY BEND DEVELOPMENT & DESIGN GUIDELINES

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## TANNERY BEND

**Introduction:** The Napa River corridor is changing dramatically. The Napa River Flood Protection Project (FPP) is the principal reason, with channel widening, flood plain restoration, new bridges and trails reconfiguring the river and its relationship to adjacent properties. Changes in local economic conditions are affecting the river corridor as well. Properties once underutilized or abandoned have become more valuable, consistent with growing levels of investment throughout the city as a whole. The river is increasingly seen as an amenity that adds to land values, rather than simply “service access” for river-fronting industrial properties.

The Tannery Bend area is directly affected by both of these circumstances. As the FPP proceeds from south to north, it will be one of the first urbanized areas to interface with the new river edge. Properties in the area have been changing hands in recent years, and development proposals and reuse concepts have been advanced for a number of river-fronting sites, including Sawyer Tannery, Lixit Corporation, and the Napa Valley Yacht Club.

Development and design guidelines for Tannery Bend have been prepared as part of the “North/South Riverfront Guidelines” planning process. This process was initiated by the City Council in May, 2001. It extends the planning effort begun in the *Soscol Corridor/Downtown Riverfront Development & Design Guidelines*, focusing on riverfront areas north and south of downtown. The “North Riverfront” extends from Trancas Street south to Randean Way; the “South Riverfront” extends from Division/Seventh Street south to Imola Avenue.

Two *North/South Riverfront Guidelines* community workshops have been conducted to date. The first was held at the Napa County Fairgrounds in July, 2001, the second at the Main Library in July, 2002. The first workshop looked at existing conditions and identified subareas for the overall riverfront guidelines planning area. The second workshop evaluated initial guidelines recommendations for two South Riverfront subareas -- Riverside Drive and Tannery Bend. In the year between the workshops, a 16-member Working Group of local citizens met with City staff and consultants to evaluate existing conditions, FPP plans, and prepare detailed guidelines recommendations. Four Working Group sessions were held, addressing land use, development intensity, building height, massing, and architectural character, views, and relationships to the Napa River Trail.

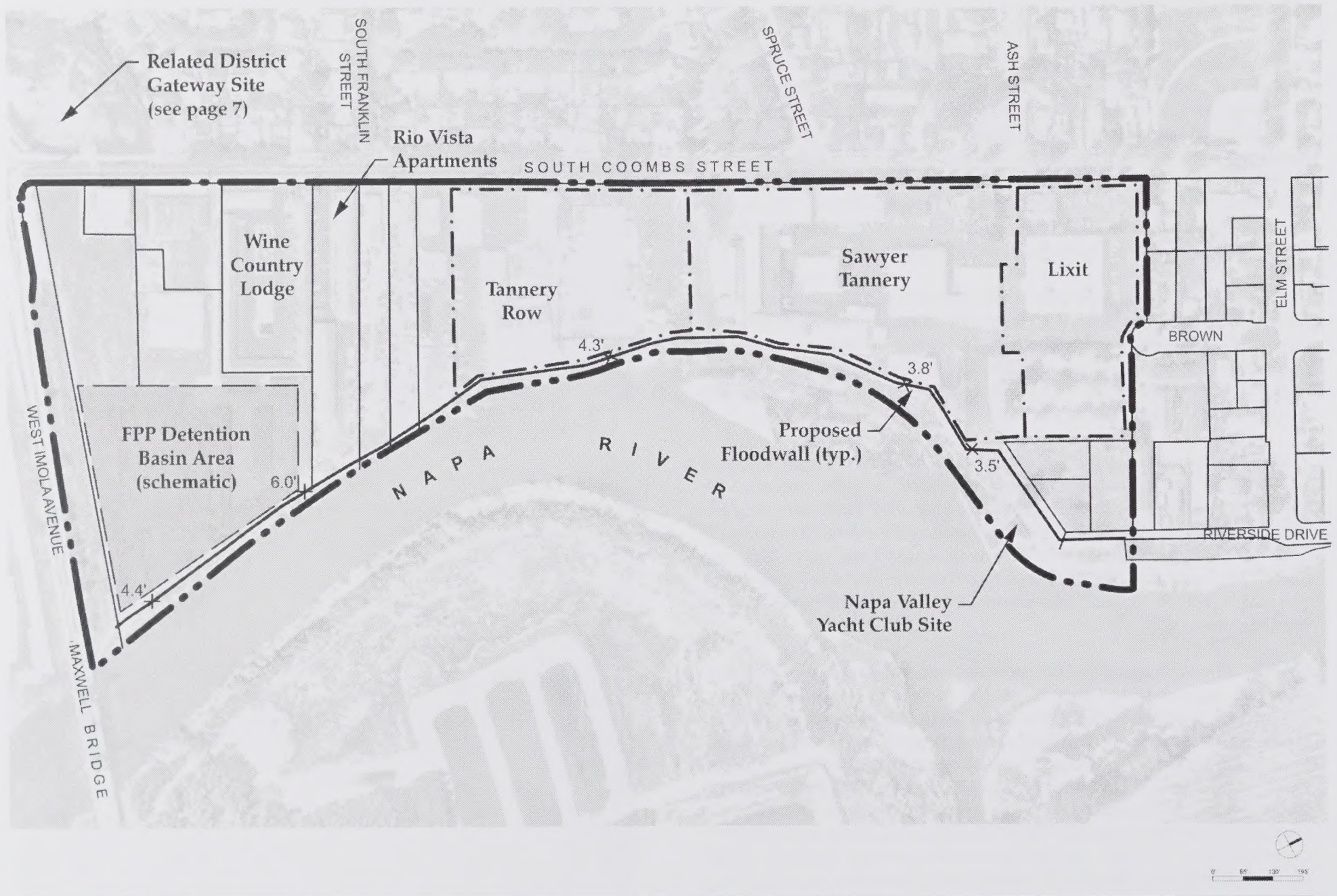


*Tannery Row and Sawyer Tannery frame the river bend, as seen from the Maxwell Bridge.*



*The view south from Tannery Bend to the Maxwell Bridge, which is planned for replacement in conjunction with the FPP.*





SUBAREA MAP  
**TANNERY BEND**



Guidelines for Tannery Bend dovetail with the *City of Napa General Plan*, providing additional policy guidance related to the area's "Mixed Use" land use designation. They provide location-specific policies that address the area's unique conditions. The Tannery Bend guidelines also reference the *Soscol Corridor/Downtown Riverfront Guidelines*, incorporating that document's policies for various types of development as applicable.

**Boundaries and Context:** Tannery Bend is a mixed-use area bounded generally by the terminus of Brown Street on the north, Imola Avenue on the south, the Napa River on the east, and South Coombs Street on the west; see Subarea Map on the previous page. The area contains a mix of light industrial and service commercial businesses, lodgings, apartments, and vacant properties. These include Tannery Row, a mixed commercial complex in renovated industrial buildings, the historic Sawyer Tannery, currently containing a mix of office and light industrial businesses, and the Napa Valley Yacht Club. The new Maxwell Bridge will provide expansive views of the area from Imola Avenue on the south. Riverfront properties offer views of the river north and south of the river bend. The Sawyer Tannery water tower is a prominent local landmark. Sawyer Tannery's water tower and the two clapboard buildings on South Coombs Street are listed on the City's Historic Resources Inventory; see map diagram on page 7.

South Coombs Street is a secondary gateway to Downtown Napa and to the historic Fuller-Abajo Neighborhood. One-story cottages line the westerly frontage of South Coombs Street, directly across from the Subarea. The frontage does not have a consistent or generally attractive image today. Vacant properties flank both sides of the Imola Avenue intersection; auto service bays, commercial buildings, and parking lots alternate somewhat haphazardly. Direct riverfront access is offered only at Tannery Row, which provides a segment of riverfront trail/walkway, and at the city-owned Napa Valley Yacht Club site, where there is a small-boat access ramp.

The Napa River Flood Protection Project (FPP) will affect all Tannery Bend properties. Future river edge conditions will be significantly different than those that exist in 2003. Related construction work includes river edge bank stabilization, the Napa River Trail/maintenance drive, floodwalls, and a detention basin. The west bank Napa River Trail will begin adjacent to Imola Avenue and continue north through Tannery Bend, around the Yacht Club, along Riverside Drive and through Downtown to Trancas Street.



*Properties adjacent to the Imola Avenue intersection should be developed to create an attractive gateway to the area.*



*South Coombs Street contains a somewhat haphazard mix of land uses today.*





*Service drives along the river edge will be replaced by the Napa River Trail.*

**Objectives:** *Create an integrated mix of uses and building types that strengthen Tannery Bend's existing light industrial riverfront character. Improve access to the Napa River, adjacent neighborhoods and Downtown by establishing new streets, trail extensions and a staging area for the River Trail. Provide a location for residential uses, small-scale specialty food and beverage processing, arts and crafts fabrication, light manufacturing and office, compatible with residential uses. Residential uses are encouraged and are important part of the mix.*

**Guidelines Intent:** Tannery Bend's riverfront industrial character is unique in the city of Napa, and an asset that should be capitalized upon by new private and public sector investment. The guidelines promote a vital, mixed use district that combines small scale light manufacturing and processing, limited related commercial uses, office, residential, and live/work development that can take advantage of the riverfront setting and emerging niches in the local economy. The guidelines envision evolution of the area's basic land use mix to a more intensive level, while retaining the most interesting ingredients of the area's physical character. Ideally, artisans, small-office workers, tradespeople, residents and visitors all should find Tannery Bend to be a special "community within a community."

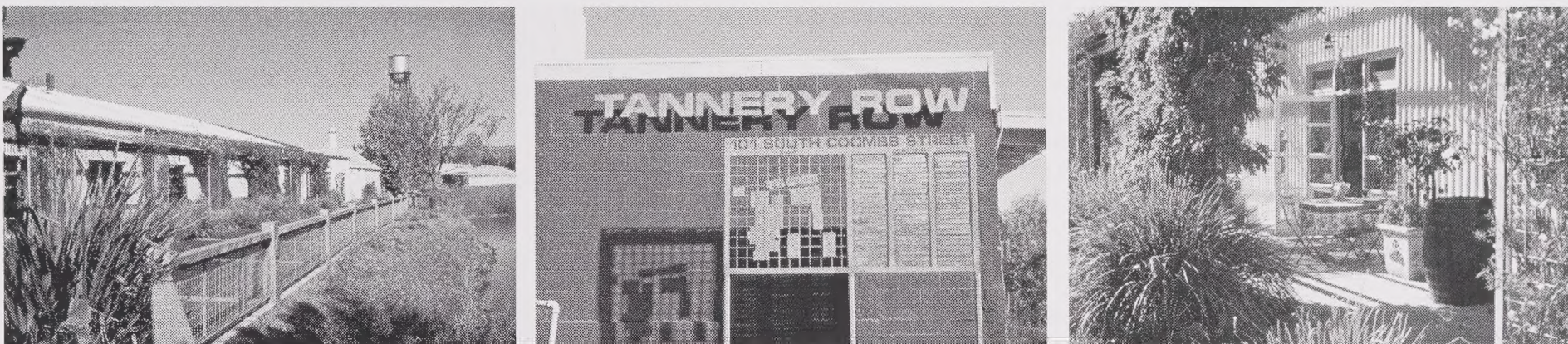
The guidelines differentiate the land within Tannery Bend into three distinct "bands," a) the South Coombs Street Frontage, b) Interior Site Areas, and, c) the Napa River Frontage. Land uses and forms of development generally compatible with facing homes and cottages are recommended along Coombs. Interior Site Areas would contain the widest mix of uses and be the preferred locations for parking and service areas. The Napa River Frontage is recommended for workplace-related activity, river-oriented specialty commercial, and small-scale cafes and restaurants.

Tannery Row and Sawyer Tannery create a "working village" environment that serves as a model for renovation and new development. Buildings face both Coombs Street and the river, with parking and service areas located internally to and screened from street and river frontages. The tallest building at Sawyer Tannery is located perpendicular to Coombs Street and the river, reducing the scale impact on; quiet, office uses are located along Coombs Street. Tannery Row provides an attractive riverfront walkway, faced by craft and specialty food sales areas, with patios, trellises, and expansive views of the river. Both properties contain a mix of architectural forms and materials typical of light industrial buildings, including shed roofs, and corrugated metal, brick, and clapboard wall surfaces.

South Coombs Street is a main entry point for Downtown, as noted previously. New buildings and site improvements at the South Coombs/Imola intersection should frame both sides of the street as well as the street corners to create an attractive district and riverfront gateway. Special architectural and site design approaches are recommended. A landmark architectural sign should be installed near the intersection, directing visitors to Tannery Bend businesses, the River Trail staging area, and Downtown. This sign should have a thematic design that reflects other river-related informational signage. Renovations and new buildings along South Coombs Street should combine to create an orderly yet eclectic appearance. Street-facing buildings with parking behind, generally consistent building setbacks and massing, and consistent sidewalks, street trees and curbside planting strips are recommended to complement homes on the opposite side of the street while projecting a varied yet urban character. Buildings should provide attractive architectural features at side streets -- corner entrances, towers, etc. -- that highlight access to businesses located behind the frontage and/or along the river.

Access to the river is currently limited to private driveways, except for the unimproved open space adjacent to the Napa Valley Yacht Club. In fact, Tannery Bend is the most inaccessible portion of the river between Imola





*Tannery Row provides a model for river edge land use, public access, and design amenities.*

Avenue and First Street. The only places for unrestricted public access to the River Trail are the trail origin at Imola/Coombs and the Yacht Club site. New development should create streets and pedestrian/bicycle access ways between Coombs Street and the River Trail wherever feasible. Pedestrian-friendly streets should be located at regular intervals that relate to the existing neighborhood street grid. Pedestrian access ways should be marked by entrance signs, and adjacent buildings should contain facing building entrances to provide supervision.

Buildings should face the river edge, but not create a wall along it. Views to and from the river should be respected by open space between buildings and variation in building heights and forms along a generally consistent riverfront setback line. Active, publicly-accessible, river-related commercial spaces with supporting patios, mini-plazas and other design elements are strongly recommended to complement the River Trail and promote pedestrian activity. Elevating adjacent first floor spaces and terracing adjacent patio areas should be considered to enhance views over the floodwall to the river beyond

Floodwall heights will range from a low of approximately 3.5 feet above grade at the Yacht Club to a high of 6 feet above grade just south of the Rio Vista Apartments. As proposed by the FPP, the River Trail is 10 feet in width, paved with asphalt, and is generally recommended to be located on the land side of the floodwall. The guidelines recommend that new development and major property renovations enhance the River Trail and floodwalls to create a riverfront promenade area, similar to that planned in downtown. The building setback area should include attractive plazas and an esplanade with concrete pavers or other similar material. Supplemental landscaping

should be provided as well. Pedestrian-scale lights should be installed along the floodwall to create continuity of illumination throughout the area.

A new detention basin will be constructed by the FPP at the southerly end of the subarea, adjacent to Imola Avenue. The basin will function as an informal recreational area during the dry months of the year, and it should be designed to be incorporated into the riverfront as a public space. The River Trail should extend around the perimeter of the basin on the north and west; space and surfacing for pedestrian access should be provided along the easterly side of the detention basin as well, between the proposed floodwall and top of basin bank. Adjacent buildings should face the trail as recommended elsewhere in Tannery Bend. A small Trail staging area, accessed from South Coombs Street and containing a limited number of parking stalls, should be provided in this area.

The Napa Valley Yacht Club site offers an opportunity to frame Tannery Bend on the north with additional public open space and river-related recreational activities. Once ownership issues are resolved, options to incorporate park space, enhanced fishing access, small boat launch, and expanded dock facilities at the site should be explored. Related public discussions have considered improving Tannery Bend generally as a gateway or "reception area" for those coming to Downtown Napa by boat, with a range of improved boating facilities incorporated throughout the area. These ideas would need to be evaluated by the Army Corps, City, and other agencies once the FPP is completed.



## I. LAND USE

*Note: See General Plan for standards for floor-area-ratio and density. The MU-T Tannery Bend Mixed Use Zoning District provides the full list of permitted and conditional land uses for this area. Following is a more discrete list of desired uses.*

### A. DESIRED USES

1. **South Coombs Street Frontage** - Desired land uses within 40 feet of the ROW: Residential, Live/Work, and Office designed to be compatible with existing residential. Limited small-scale retail, restaurants, and cafes may also be appropriate, provided they express the desired character for the area and help to draw people in to the riverfront; these uses are particularly appropriate at cross streets.
  - a. **Residential** - multi-family, live/work, residential w/mixed office.
  - b. **Offices** - administrative, business, and professional (*limited as described above*).
  - c. **Studios and Galleries** - art, music, and photography.
  - d. **Retail** - small-scale and ancillary to on-site fabrication/processing, artisan crafts, and river-related recreational and/or environmental activities.
  - e. **Restaurants and Cafes** - with or without incidental serving of beer and wine.
  - f. **Small-Scale Lodging** - consistent with the village character and architectural forms envisioned for Tannery Bend.
2. **Interior Site Areas** - Desired land uses between the Coombs Street and Napa River frontages are:
  - a. **Light Manufacturing** - indoor assembly, fabrication, processing and storage, provided noise, dust, odor, and other nuisance effects are confined to the building.



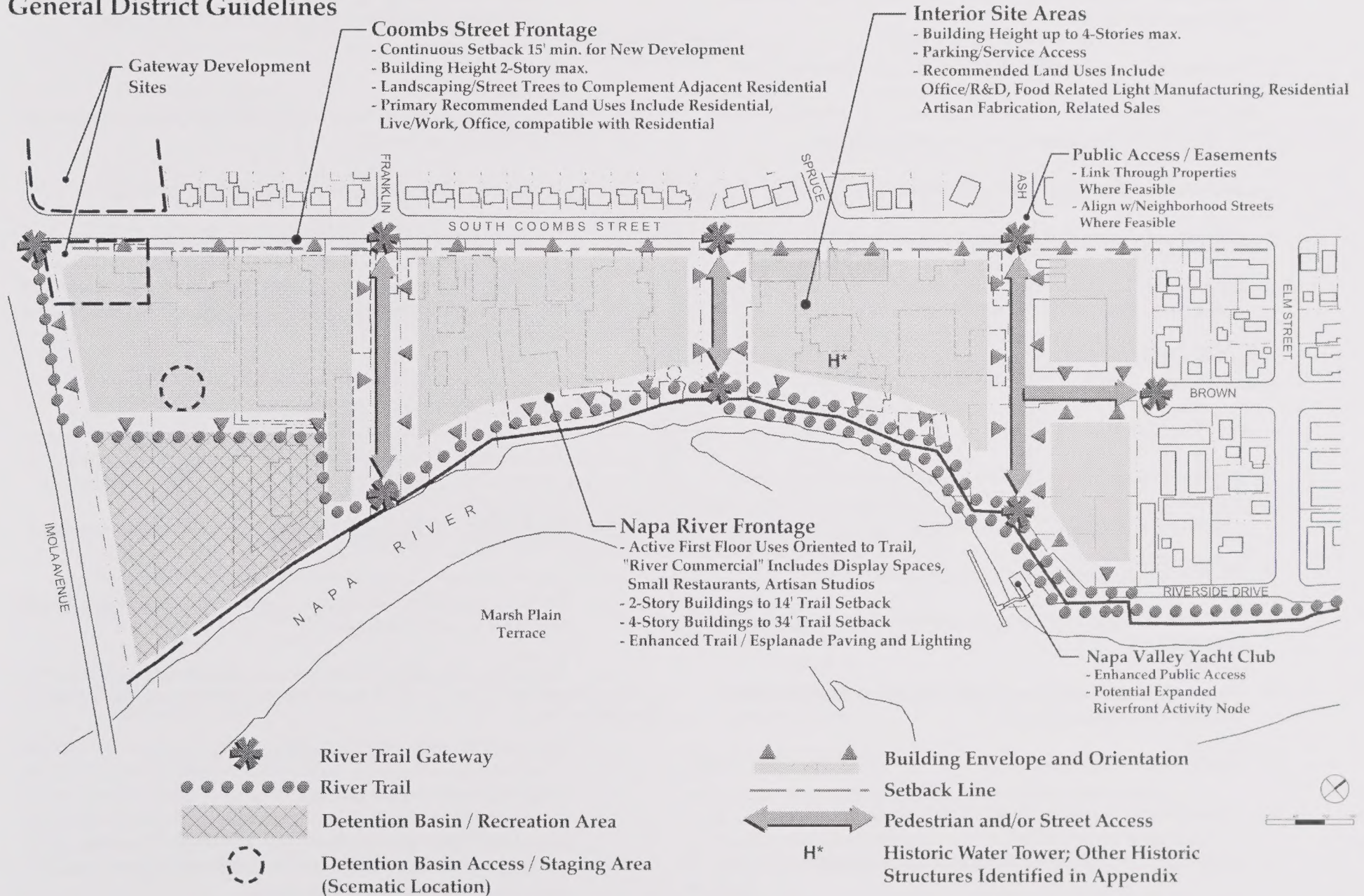
*Office/R&D is a desired use in some locations. "Agricultural/Industrial" building forms are recommended.*



*Mixed residential over retail development would create activity and provide Trail supervision evenings and weekends.*



## General District Guidelines



### TANNERY BEND

## LAND USE, ACCESS, BUILDING ORIENTATION



- b. **Retail** - ancillary sales for products manufactured on-site, bakeries, specialty foods.
  - c. **Residential** - multi-family, live/work, residential mixed w/office industrial.
  - d. **Tours** - related to industrial process and fabrication.
  - e. **Restaurants, Cafes, and Tasting Rooms**
  - f. **Offices** - administrative, business, and professional.
  - g. **Small-Scale Lodging** - consistent with the village character and architectural forms envisioned for Tannery Bend.
3. **Napa River Frontage** - Land uses desired within 45 feet of the FPP floodwall are:

*Ground Floor Uses*

- a. **Retail** - small-scale and ancillary to on-site fabrication/processing, artisan crafts, and river-related recreational and/or environmental activities.
- b. **Studios and Galleries** - art, music, and photography.
- c. **Restaurants and Cafes** - with or without incidental serving of beer and wine.
- d. **Bars and Nightclubs** - small-scale with or without live entertainment and dancing.
- e. **Public Gathering Places**
- f. **River-Related Accessory Uses** - kayak, canoe rentals, etc.
- g. **Live/Work** - ground floor work/artisan space only.
- h. **Office** - small-scale professional only. Office is a desired use if market demand for other uses listed above is weak; office use should be provided in a building space that can accommodate conversion to uses a. through d., above.

- i. **Small-Scale Lodging** - consistent with the village character and architectural forms envisioned for Tannery Bend.

*Upper Floor Uses*

- j. **Residential** - multi-family, live/work, residential w/mixed office and/or commercial.
  - k. **Offices** - administrative, business, and professional
  - l. **Commercial** - as listed for the ground floor.
4. **Other Uses** - that in the opinion of the Community Development Director are consistent with those listed above and the intent of the guidelines.

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## II. BUILDING HEIGHT & SETBACKS

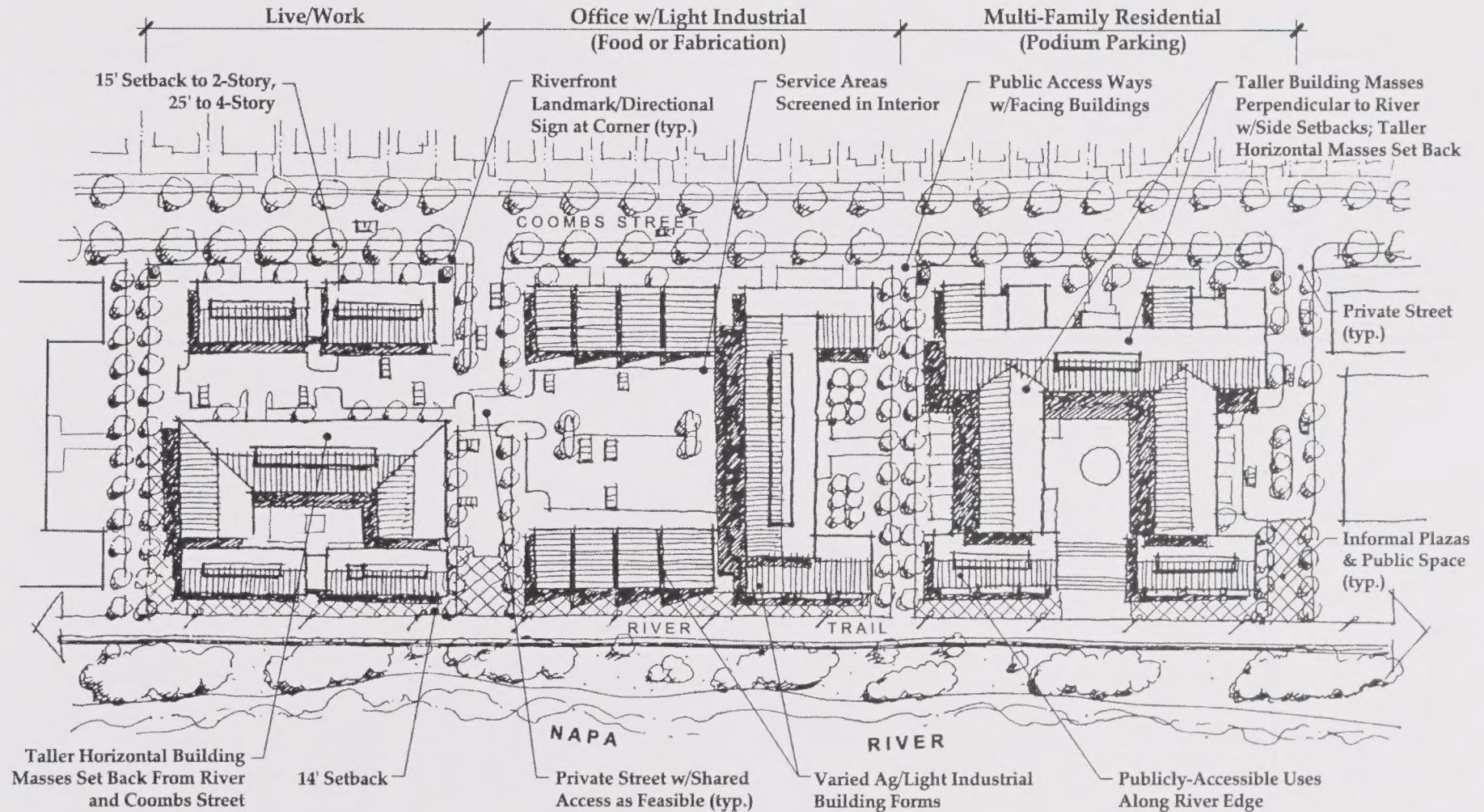
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*Note: Special architectural features, such as towers, monitors, and cupolas, are recommended and are not subject to height limits per the Zoning Ordinance.*

- A. **MAXIMUM BUILDING HEIGHT** - Building height limits are as follows:
  - 1. **South Coombs Street Frontage** - 2 stories and/or 30 feet within 40 feet of the Coombs Street ROW.
  - 2. **Napa River Frontage** - 2 stories and/or 30 feet within 45 feet of the FPP floodwall; a mix of 1- and 2-story building heights is desired.
  - 3. **Interior Site Areas** - 4 stories and/or 50 feet between the Coombs Street and River Frontage areas; a mix of 3- and 4-story building heights is desired. 3- and 4-story building masses should be located perpendicular to Coombs Street and the River. The maximum building height may be exceeded by 5 feet where subsurface parking is provided, as long as subsurface structures extend no more than 5 feet above finished grade.
- B. **FRONTAGE SETBACKS** - Consistent building setbacks are recommended along Coombs Street and the Napa River frontages to define them as public spaces. Buildings should not “wall in” the River, and



## Development Guidelines - Mixed-Use Combinations



### River Setback and Massing

- Maximum 75% Frontage Built to Setback
- Minimum 50% Frontage Built to Setback
- Maximum Continuous Building Wall 200'
- Massing Varied @ 150'/Facades @ 50'

### Land Use Character

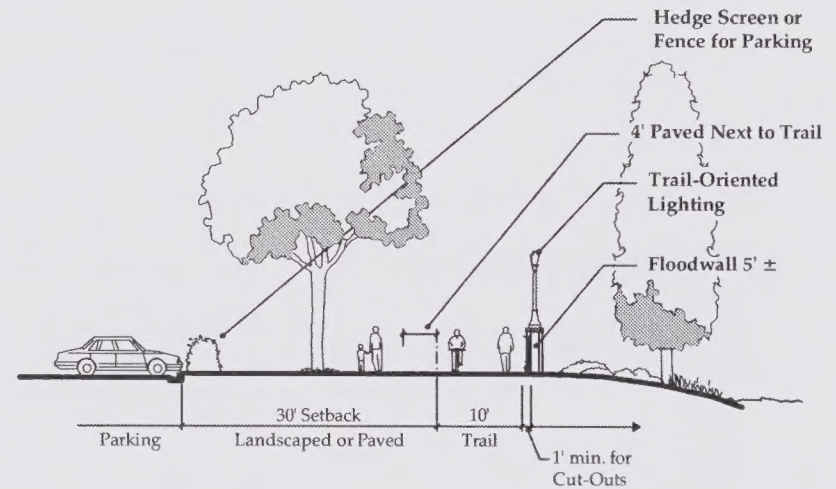
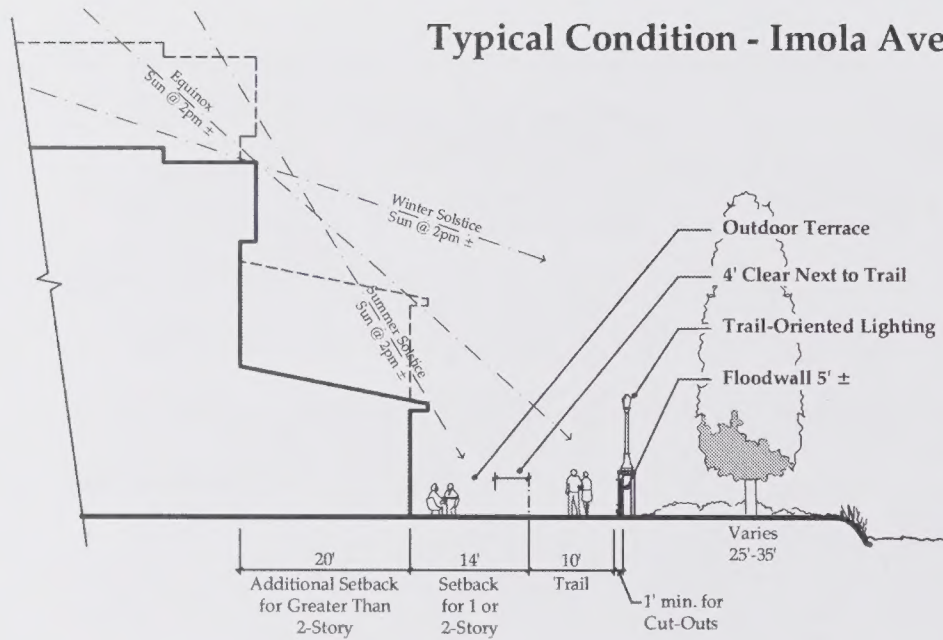
- Specialty Food-Related Light Industrial Processing/Packaging
- Distillery/Brewery/Winery
- Houseware/Craft Fabrication
- R&D
- Artisan Fabrication
- Live/Work
- Multi-Family Residential
- Office

PROTOTYPE ILLUSTRATION

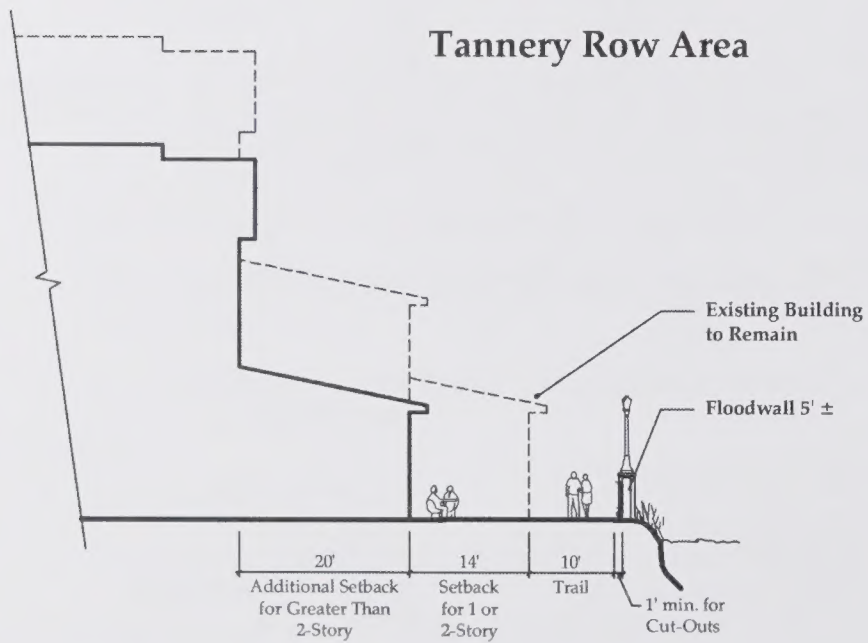
## TANNERY BEND



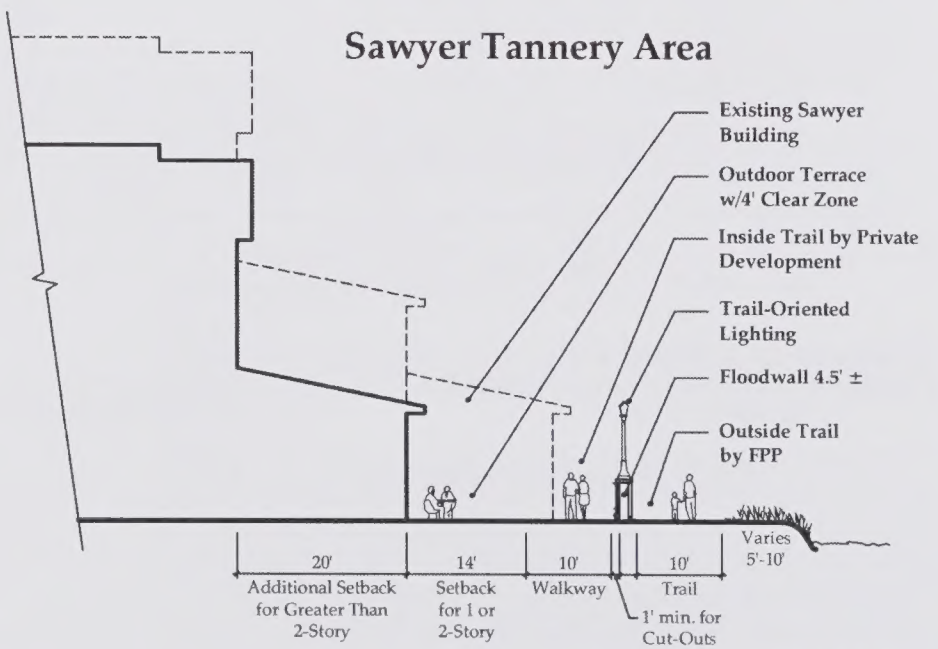
## Typical Condition - Imola Avenue to Napa Valley Yacht Club



## Tannery Row Area



## Sawyer Tannery Area

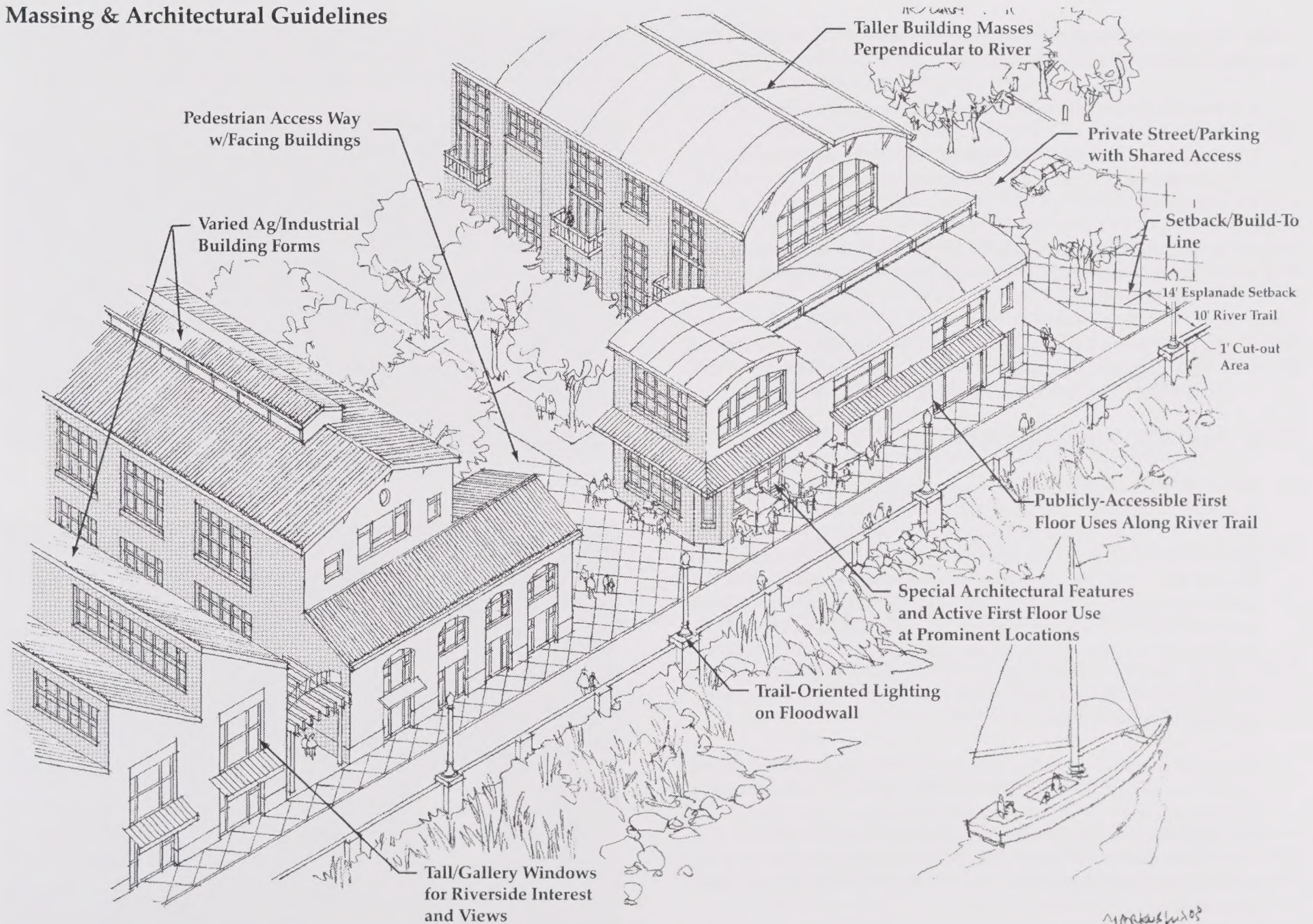


## TANNERY BEND

# RIVERFRONT CROSS SECTIONS



## Massing & Architectural Guidelines



PROTOTYPE ILLUSTRATION

## RIVERFRONT DEVELOPMENT



build-to setback requirements noted below are intended to create in a clearly-defined yet porous river edge.

1. **South Coombs Street** - 15 feet from ROW minimum/maximum.
  2. **Napa River Frontage** - 25 feet from FPP floodwall line minimum/maximum (applicable to buildings on the land side of the flood-wall).
    - a. **Build-To Requirements** - *maximum* 75% consistent building abutting setback line; *minimum* 50% consistent building abutting setback line.
    - b. **Continuous Building Wall(s)** - maximum length of wall(s) abutting setback line should be 200 feet; maximum length of wall without a break in facade/massing should be 100 feet.
  3. **Interior Site Areas** - not applicable
- C. **SPACE BETWEEN BUILDINGS** - Space should be created between buildings to: a) provide views to the river; b) accommodate attractive public and private streets and spaces, and; c) downplay individual property lines in favor of an informal “village” visual character. In Interior Site Areas, this space may accommodate service facilities as well as private streets, parking, pedestrian/bicycle access, and landscaping. In the Napa River Frontage area it would accommodate patios/plazas, landscape/garden areas, and/or pedestrian/bicycle access ways. Space between buildings should increase with building height, so that taller buildings do not combine to be massive visually or dominate spaces between them.
- In general, 1 foot of space should be provided for each foot of building height up to 30 feet; e.g., two 30-foot buildings would be separated by a minimum space of 30 feet. Separations even greater than 1:1 are desirable for buildings taller than 30 feet. A minimum space of 10' is recommended between all buildings, and a minimum space of 5' between buildings and perimeter side property lines (i.e., property lines perpendicular to the river).
- C. **SAWYER TANNERY WATER TOWER** - The Sawyer Tannery water tower is a local landmark that is listed on the City’s Historic Resources Inventory; see map diagram on page 7. New buildings constructed in



*The Napa Valley Yacht Club site anchors the north end of Tannery Bend Guidelines area.*



*The Napa River Trail should be an active public space, with fronting uses, pedestrian-oriented lighting, mini-plazas, and other amenities. The River Trail will be bordered by a floodwall, however, unlike the rip rap edge shown above.*



the vicinity of the water tower should defer to it visually. Siting and height of new buildings should be configured to preserve and/or enhance views of the tower and to provide adequate space for it to remain the area's most prominent structure.

### III. SITE DEVELOPMENT & PARKING

- A. **BUILDING ORIENTATION** - As illustrated on page 8, frontage buildings should be parallel with, and oriented to Coombs Street and Napa River Frontage. Taller building masses in the Interior Site Area should be oriented to, and setback from, the River and Coombs Street. Building entrances should be provided along Coombs Street, the riverfront, and riverfront public/private streets.
- B. **INTERNAL ACCESS** - Vehicular access to area properties should be in the form of public or private streets rather than driveways as illustrated on page 8. All streets and pedestrian ways should incorporate design improvements that create attractive, pedestrian-oriented public spaces, and provide direct physical and visual connections to the riverfront. Minimum recommended design improvements are listed below.
  1. **Street Alignments** - Public and private streets should be aligned with the existing street grid where possible. Shared lanes and parking arrangements are encouraged to reduce the need for curb cuts and to maximize site development potentials.
  2. **Street Design Elements** - In general, streets should incorporate curbside/street side parking on at least one side to provide for informal visitor parking and to promote street level activity. Sidewalks should be provided on both sides; minimum sidewalk width should be 6'. Deciduous street trees should be used to highlight street/riverfront connections, and should be located in sidewalks and/or parking pocket bumpouts at approximately 30' on center. Attractive, pedestrian-scale street lights should be provided along sidewalks at approximately 60' on center.
    - a. **Private Streets** - Private streets should incorporate "right to pass" public easements. Private streets are encouraged to provide pedestrian-oriented, nontypical street design approaches. Examples include: special (i.e., non-asphalt) paving surfaces, such as unit pavers; continuous vehicle and pedestrian sur-

faces, with separation indicated by paving materials or bollards, and/or lighting provided with building-mounted brackets or overhead guy wires.

3. **Private Street Setbacks** - Should be a minimum of 5 feet from adjoining properties to provide space for landscaping, etc.
4. **Pedestrian/Bicycle Access** - Public pedestrian and bicycle access should be provided from Coombs Street through Tannery Bend properties to the River Trail and detention basin. Public access should be aligned to relate to the existing street grid where possible. Pedestrian/bicycle access may be provided along streets, in conjunction with maintenance/emergency access ways, or as separate paths. Any pedestrian/bicycle path that is not along a street should provide a minimum paved width of 10 feet. Building-mounted and/or step lighting should be provided.
5. **Emergency Access Ways** - Streets requiring vehicle emergency access shall meet city fire access width standards.
- C. **PARKING** - *See zoning regulations for parking requirements.*

*The following guidelines refer to commercial, mixed-use and multi-family development:*

1. **Onstreet and Subsurface Parking** - are encouraged.
2. **Location of Surface Lots** - Parking lots should be to the side and/or interior of building groups. Parking in front of buildings is not appropriate. Parking lots along the river frontage should be minimized.
3. **Corner Parking Lots** - are not appropriate.
4. **Screening** - Surface parking lots should be screened from streets and the river with an attractive low wall or fence 24-36" in height. Safe sight distances between streets and driveways must be maintained.
5. **Parking Areas Should be Planted** - Shade trees should be planted at a ratio of 1 tree for every 5 parking stalls; higher ratios of trees to parking stalls are desirable.

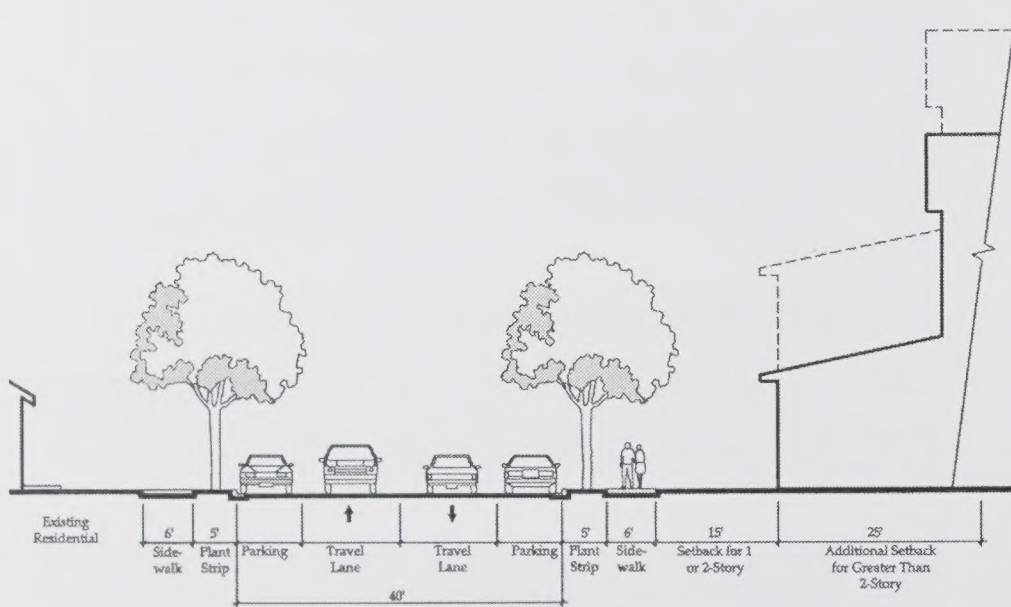


For residential development:

6. **Garages** - Should be located to the side and/or rear of buildings. Street and river facing garages are strongly discouraged.

#### D. FRONTAGE IMPROVEMENTS

1. **South Coombs Street Frontage** - New development/redevelopment should install curbside planting strips and frontage sidewalks where they do not exist. Improvements should include a curbside planting strip 5 feet in width, sidewalks (conforming to existing sidewalks where they have been installed), and deciduous street trees planted at a maximum spacing of 30 feet on center depending on site conditions and as needed.
2. **Napa River Frontage** - New development/redevelopment should widen the river trail with attractive, pedestrian-oriented surfacing. A 4-foot clear zone should be maintained along the edge of the 10' trail. Regularly-spaced, 1-foot wide planting cut outs should be provided adjacent to the floodwall for climbing vines and other trail-edge border plantings. Trail-oriented lighting should be installed at approximately 100 feet on center along the floodwall per City of Napa standards for the Downtown Reach.



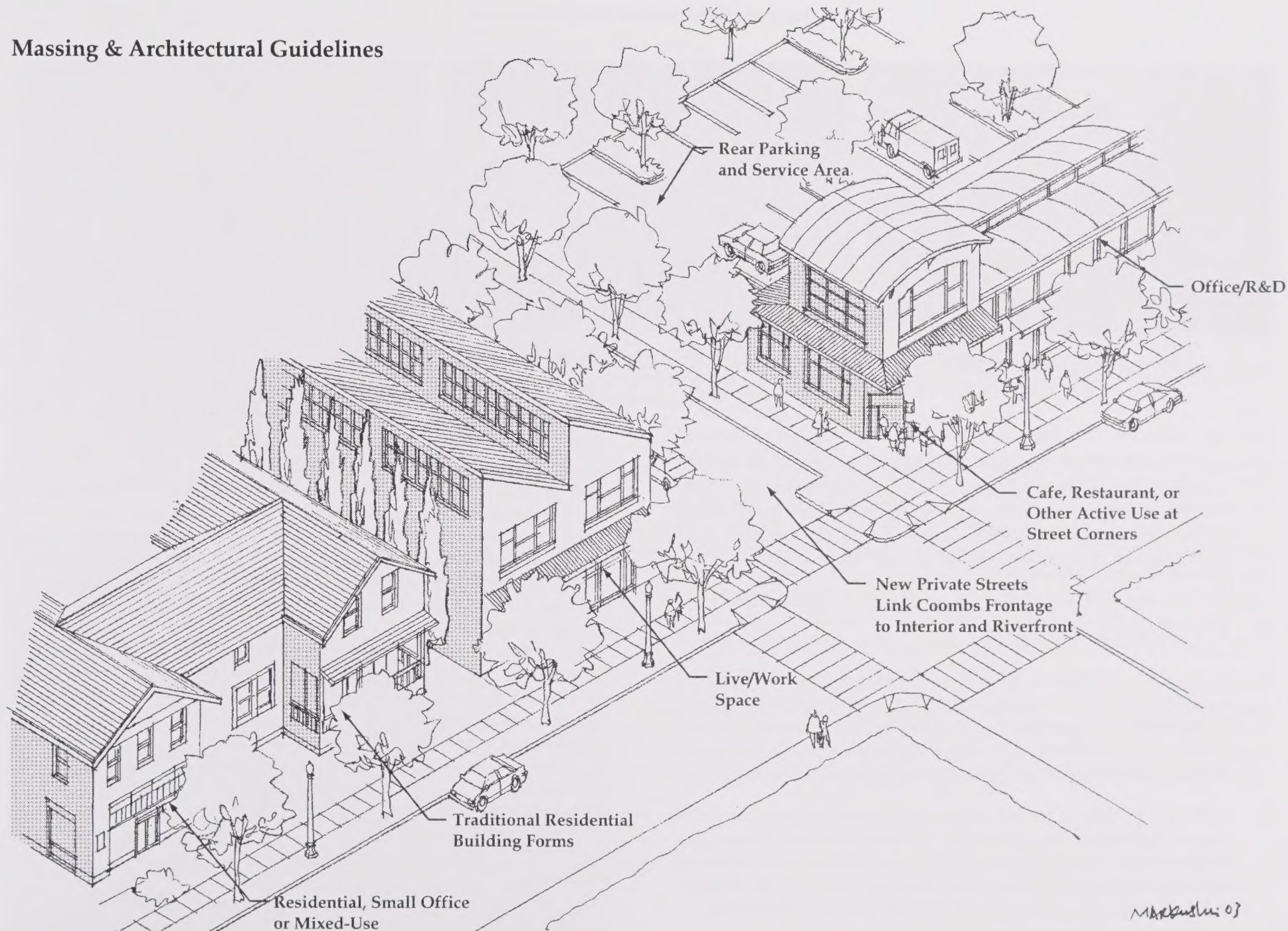
Coombs Street Cross Section

#### IV. GENERAL BUILDING DESIGN

Buildings in this subarea should meet the Tannery Bend intents as described, and as applicable, the Soscol Design Guidelines for the type of building proposed.

- A. **BUILDING CHARACTER** - A varied, incremental combination of traditional agricultural, light industrial, and modernist styles and materials should be used to build upon Tannery Bend's historical riverfront character.
- B. **BUILDING MASSING** - Building masses should be broken at regular intervals to provide variety and scale. Flat wall panels should not be longer than 100 feet and may be broken by major notches, projections, or similar architectural treatment, or "steps" in the building wall itself. Building arrangements should preserve and create lines of sight through and between properties.
- C. **BLANK WALLS LIMITED** - To promote pedestrian interest, at least 2/3 of the width of a new or reconstructed river-facing ground floor should be devoted to pedestrian entrances, display windows, and/or windows affording views into retail, restaurant, crafts, work/fabrication, or lobby spaces.
- D. **ROOFS** - A mix of roof types and pitches should be used. Standing seam, shed, and gable types are all recommended. Monitors, clerestories, and related industrial forms and materials should be used for functional and aesthetic effect.
- E. **WINDOWS** - Clerestory, transom, and other generally large-scale bay and window combinations are recommended, particularly along the river frontage.
- F. **MATERIALS** - A mix of materials is recommended, consistent with the varied building character desired. These materials include brick, corrugated metal, glass, exposed steel, clapboard, shingles, and concrete plaster.
- G. **SIGNS** - Signs should meet the Tannery Bend intents as described, and the Soscol Corridor Guidelines. Signs should recognize historic buildings on the site.

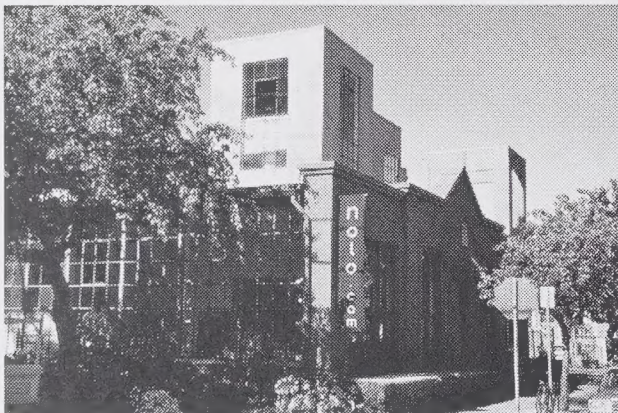




PROTOTYPE ILLUSTRATION

## COOMBS STREET DEVELOPMENT





*Taller building forms should be provided at the corner of streets and pedestrian ways, left and right, above. This is particularly important along Coombs Street to highlight riverfront business and trail access points. Roof monitors, mixed wall surface materials, and glazing should be used to maintain an ag/industrial character oriented to the river.*

- H. LICENSED DESIGN PROFESSIONALS - Building and site designs should be prepared by licensed architects and landscape architects. This is especially important in an area such as Tannery Bend, where the varied and eclectic mix of forms and materials recommended must be designed carefully to achieve the “village” character desired.

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## V. RIVER EDGE DESIGN

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- A. BUILDING ORIENTATION AND DESIGN - The river-facing side of buildings should be attractive, include a high level of design attention, and provide building entrances and first floor land uses that promote direct pedestrian access to the river. Building massing and blank wall limits applicable to street frontages also apply to river frontages.
- B. PARKING - Surface parking lots are strongly discouraged between buildings and the River Trail or river edge. Parking lots should be perpendicular to and to the side or rear of buildings. Parking may extend to river edge setback areas if adequate landscape screening is provided and pedestrian access to the river trail segments is not diminished.
- C. SERVICE ACCESS - and service areas should not be located on the river side of any property; as noted above, these areas should be located in interior portion of riverfront properties.

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## VI. RIVER TRAIL AND FLOODWALL

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Floodwall and trail design recommendations are illustrated on page 18. The Flood Protection Project river trail will be located on the land side of the floodwall for the most part consistent with the Guidelines intent to promote pedestrian activity and encourage adjacent uses to maintain and supervise the trail. However, due to lack of space on the land side to clear existing Sawyer Tannery buildings, the trail is expected to switch to the river side along the Sawyer Tannery property through to the Yacht Club and to Riverside Drive. This necessitates an ADA compliant ramp to provide trail access up and over the wall. The sketch on the following page shows a recommended design that incorporates steps, ramps, and overlook. To improve bicycle access, where land area and bank conditions permit, ramps should be oriented end-to-end to allow continuous linear flow of movement rather than side-by-side, as depicted in the sketch. As described in the Guidelines, page 5, and in the illustrations/cross sections, if the Flood Project river trail alignment is constructed on the river side, and important intent of the Guidelines is to also provide a continuous trail/promenade on the land side of the floodwall as properties redevelop.

Flood wall heights from existing grade range from 3.5' adjacent to the Napa Valley Yacht Club to 6' near Imola Avenue, based on current FPP plans. Fill should be used to elevate the trail and lower the effective height of the floodwall to a maximum of 36." This would allow for river views from





*The Napa River Inn mixes traditional and industrial forms and materials, exhibiting the general character desired for Tannery Bend.*

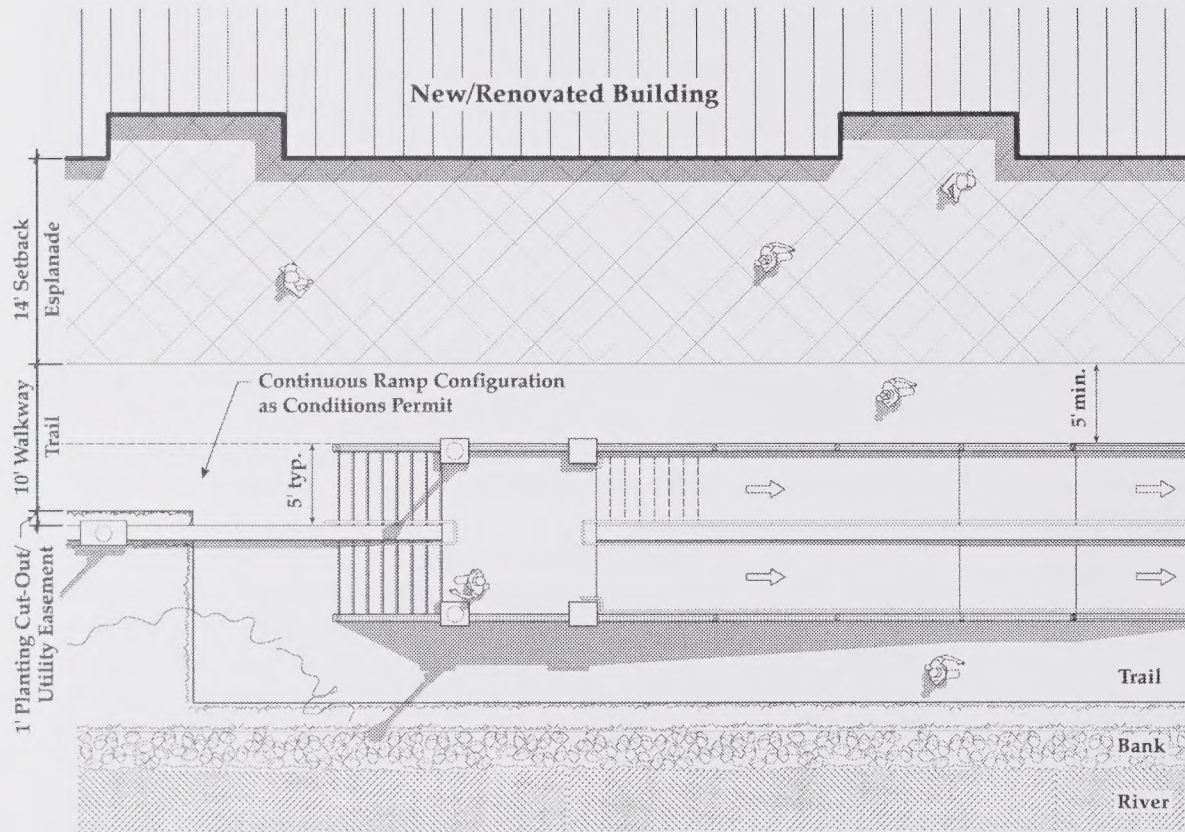
adjacent first floor building spaces and patio areas, and create a more open space feel to the area for trail users. At the time these Guidelines were prepared, the Corps of Engineers had not completed a detailed design of the wall through the Tannery Bend reach. There may be other wall design alternatives in addition to or in place of the fill solution described above that would also accomplish visual access to the River. The Guidelines strongly encourage Corps staff as they begin the detailed design for the area to explore available technologies, materials and strategies that will result in the best available design solution to reduce the effective height of the wall to a maximum 36 inches, and maintain visual access to the River.

As shown by the elevation sketch, a stone block surfacing pattern is recommended consistent with concrete detailing employed throughout the Downtown Riverfront area. A 1-foot minimum cut-out area is recommended between the trail and wall to accommodate ornamental vines.

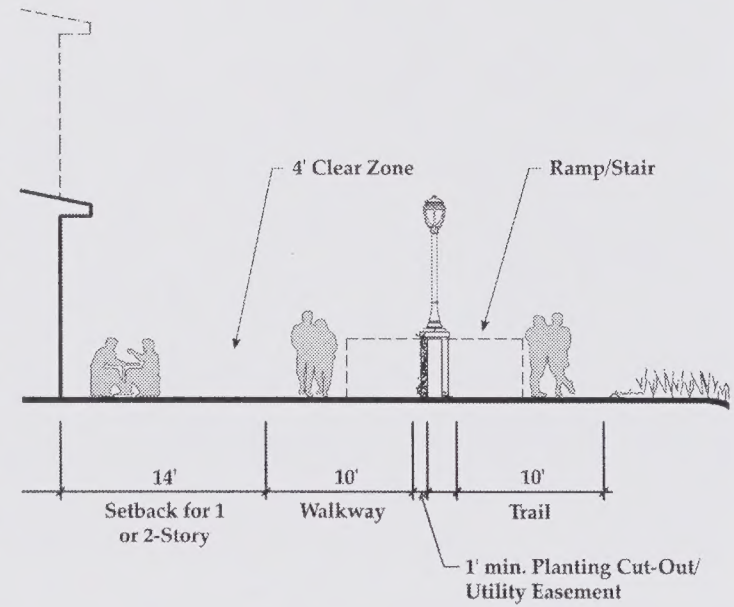
Pedestrian-oriented light standards are recommended for street and trail lighting. These lights should be provided by private development as a “betterment” to the FPP. A luminaire height of approximately 12 feet above trail grade is recommended. Lights should be mounted on floodwall pilasters, and light pole lengths should vary with floodwall height as needed to maintain a constant luminaire height. A light similar in character to that used Downtown is recommended; i.e., a traditional design, with a high cut-off reflector that aims light to the ground to minimize glare on adjacent properties and the night sky. The 1-foot cut-outs between the trail and floodwall should be used for the electrical conduit needed for these lights.

Riparian vegetation established as part of the FPP should be clustered to provide shade along the trail and some degree of screening, but should not create a solid mass vegetation that reduces trail visibility and security. Consistent with landscape recommendations elsewhere along the River Trail, vegetation should be low growing or high branching to maintain visibility.





Plan @ Ramp/Stair



Cross Section @ Ramp/Stair



Elevation @ Point Ramp/Stair

TANNERY BEND

# FLOODWALL AND RAMP/STAIR



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## VII. ADMINISTRATION

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### Introduction

The purposes of the *Tannery Bend Development and Design Guidelines* (hereinafter called the “*Tannery Guidelines*”) include:

- To implement *General Plan* policy which calls for added broad based planning along the Napa River to guide future river-oriented urban development and plan for land uses and design opportunities created by the Napa River Flood Protection Project;
- To implement *General Plan* policy which calls for establishment of gateway and scenic corridor design guidelines for public and private development to ensure attractive entrances to the city;
- To provide added guidance regarding the area’s “mixed use”: land use designation;
- To achieve objectives described in the document.

The *Tannery Guidelines* are applied throughout the Mixed Use-Tannery Bend Zoning District. This District is coordinated with and helps implement the Guidelines to assure that new development will provide high-quality design and desirable land uses in the area over time. Compliance with the *Tannery Guidelines* is strongly encouraged; variations will be permitted as long as they aid in meeting the overall objectives, concepts and intent of the document.

### Use of the District and Tannery Guidelines:

Before project planning and design begins, an applicant is urged to meet with City Community Development staff to clarify how the Tannery Guidelines apply to the property and/or proposed project and to review items that must be submitted for a complete application. It is noted that properties in this area are also subject to the City’s Flood Protection Project requirements, and, until the Flood Project is completed and FEMA flood maps are revised, the City’s :FP Flood Plain Overlay District (Chapter 17.38). While floodplain regulations apply throughout the area, portions of the area are also subject to Floodway and Flood Evacuation Area provisions in Chapter 17.38.

The applicant should refer to District and the Development Guidelines chapter for information on “desired land uses” and other development guidelines, such as setbacks, height limits and parking. Next, the Guidelines intent, design and River Trail sections provide added information related to the building design and orientation as well as landscaping, lighting, flood-wall and river trail design and location.

### Land Uses

The *Guidelines* provides an overview of types of uses that are desired in this area, while the District describes the same uses in standard zoning classifications.

### Design

- *Design Review*: As is the case throughout the City, the Zoning Ordinance states that Design Review is required for nearly *all* new buildings and project remodels and expansions to facilitate improvement of the area’s design character. The *Tannery Guidelines* provide criteria in addition to general Zoning criteria for evaluation of a Design Review Permit.

Design review of remodels or small projects may be handled by staff, particularly where the project provides design excellence consistent with the Guidelines. If consistency is uncertain, or if the Director judges the project to not be a routine matter, the Director may refer the permit directly to the Planning Commission.

### Historic Preservation

- Changes or demolition of identified historic structures require a Certificate of Appropriateness. See Historic Resources Appendix.



## APPENDIX

### *Historic Resources, Tannery Bend subarea; Information from City Historic Resources Inventory (HRI)*

| Address       | APN      | Owner                | Date   | HRI Map Score | Visual Evidence                               | Integrity     |
|---------------|----------|----------------------|--------|---------------|-----------------------------------------------|---------------|
| 68-80 Coombs  | 5-131-31 | Zapolski & Rudd, LLC | "1111" | 1             | not rated<br>coded "not visible from pub ROW" | not rated     |
| 68 S. Coombs  | 5-171-18 | Zapolski & Rudd, LLC | 1920   | 2             | 2 (fine example)                              | 0 (unaltered) |
| 96 S. Coombs  | 5-171-20 | Altamura             | 1920   | 2             | 2                                             | 0             |
| 144 S. Coombs | 5-171-23 | Altamura             | 1945   | 3             | 3 (typical ex)                                | 1 (minor alt) |
| 190 S. Coombs | 5-171-06 | Timm                 | 1945   | 3             | 3                                             | 0             |

#### Map Score:

- 1 = Appears to be individually eligible for listing on the National Register of Historic Places; already is listed; or has been previously determined eligible for listing
- 2 = Individually local landmark eligible or listed
- 3 = Potential contributor to district

#### Visual evidence of significance:

- 2 = Fine representative example of a style or period
- 3 = Typical representative example of a style or period

#### Integrity:

- 0 = Unaltered
- 1 = Minor Alterations

"1111" = building known to exist (e.g. partially visible, mailbox, but not sufficiently visible for accurate rating)



The Historic Resources Inventory survey was conducted to create a comprehensive historic resources database by combining, updating and indexing existing survey data, verifying it in the field, and identifying potentially significant buildings and districts in areas not already surveyed. The field investigation method was a windshield survey aided by a standardized scoring system.

Multiple addresses for parcels were retained when the parcel contained two or more visually important structures. In most cases, only one building on each parcel was evaluated. In cases where more than one main building existing on the parcel, generally only the building nearest to the street was evaluated.

Certificates of Appropriateness (COA) are required for “demolition” (defined as the complete destruction of a building or structure, OR the permanent or temporary removal of more than 30% of the perimeter walls, OR removal of any portion of a street-facing façade) of a building on the City’s Historic Resources Inventory. Demolitions of “1” and “2” ranked building require Cultural Heritage Commission review, while Community Development staff reviews demolitions of properties assigned a “3” ranking.

Findings for demolition in the City’s Historic Preservation Ordinance (Section 15.52.050E.) include: architectural significance; historic significance, structural integrity, economic feasibility of rehabilitating the building; applicant’s plans for the property if a COA is approved.



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Jill Techel, Vice Mayor  
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Dave Crawford  
Harry Martin

### **Napa Planning Commission**

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